

PLANNING SECTION ACTION CHIT

LOGGED BY:

Mary

ON:

5/14

GENE

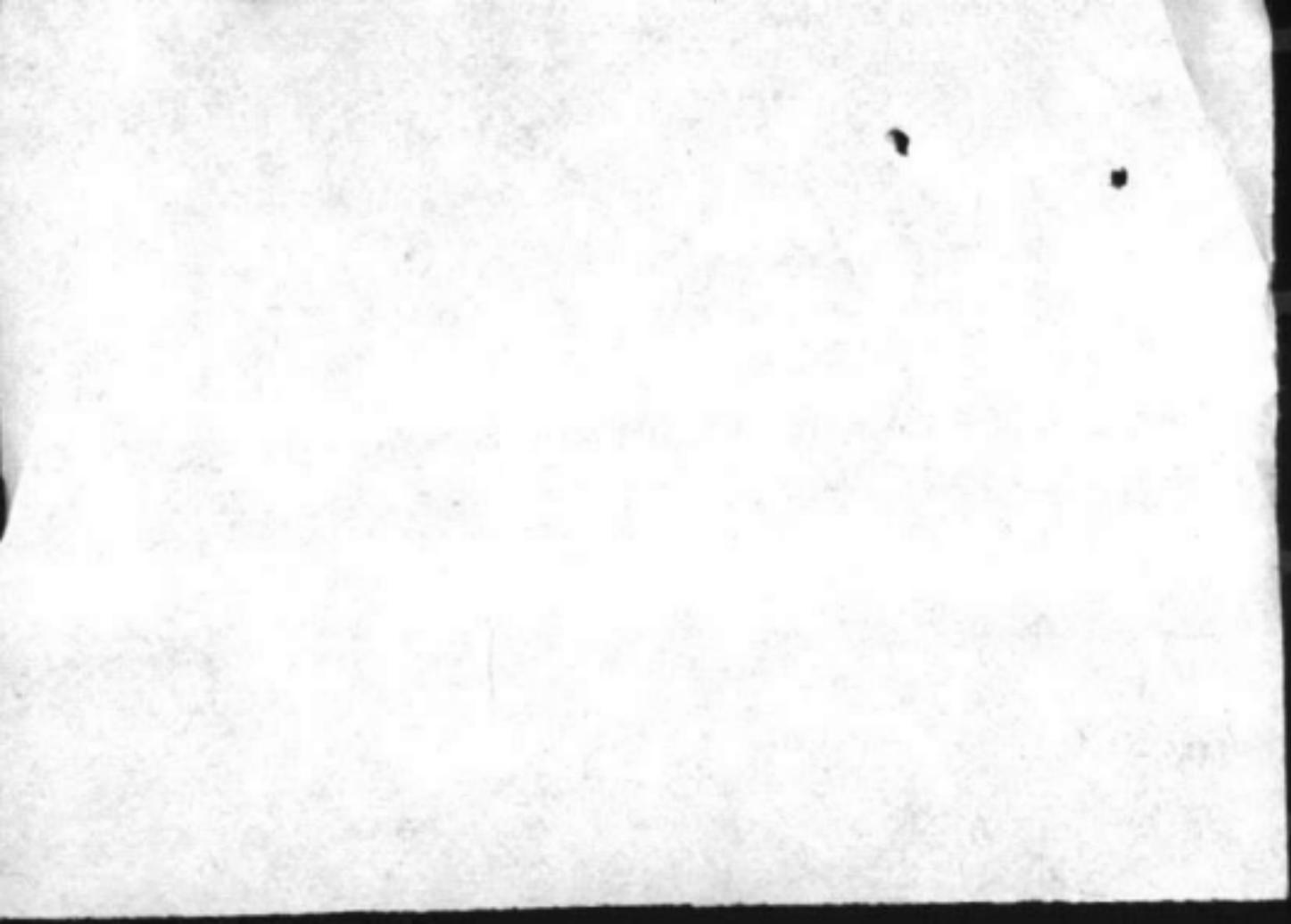
FRED

LARRY

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]



TO

MR. LARRY BRANT & MARGENE JONES
PLANNING BRANCH, PUBLIC WORKS OFFICE
BUILDING 1005

MARINE CORPS BASE
CAMP LEJEUNE, NC 28542

OLSEN ASSOCIATES, INC.

ENGINEERS • ARCHITECTS • SURVEYORS

P. O. BOX 10666

RALEIGH, NORTH CAROLINA 27605

919-834-0781

SUBJECT

FY-87 Proj P-257

ATTENTION

DATE

5-10-85

Gentlemen:

Enclosed per Mr. Brants request is a copy of the notes from the pre-proposal conference on the subject project.

Rale Kee

OLSEN ASSOCIATES, INC.

ENGINEERS • ARCHITECTS • SURVEYORS

P. O. BOX 10668

Raleigh, North Carolina 27602

919-834-0381

THE STATE OF NORTH CAROLINA
COUNTY OF _____

NOTARIAL PUBLIC

My commission expires on _____

I, _____

do hereby certify that _____

is the true and correct _____

Notary Public

NOTES FROM PREPROPOSAL CONFERENCE
1:00 P.M., JANUARY 29, 1985
CAMP LEJEUNE, NORTH CAROLINA

REFERENCE: A/E Contract N62470-85-B-7922, FY87 MCON
Project P-257
Field Maintenance Complex
Marine Corps Base, Camp Lejeune, North Carolina

A meeting was held at 1:00 p.m. on January 29, 1985, at the Public Works Office Building 1005, Marine Corps Base, Camp Lejeune, North Carolina, to discuss the project's scope.

Attendees at the meeting are as noted on Exhibit A attached.

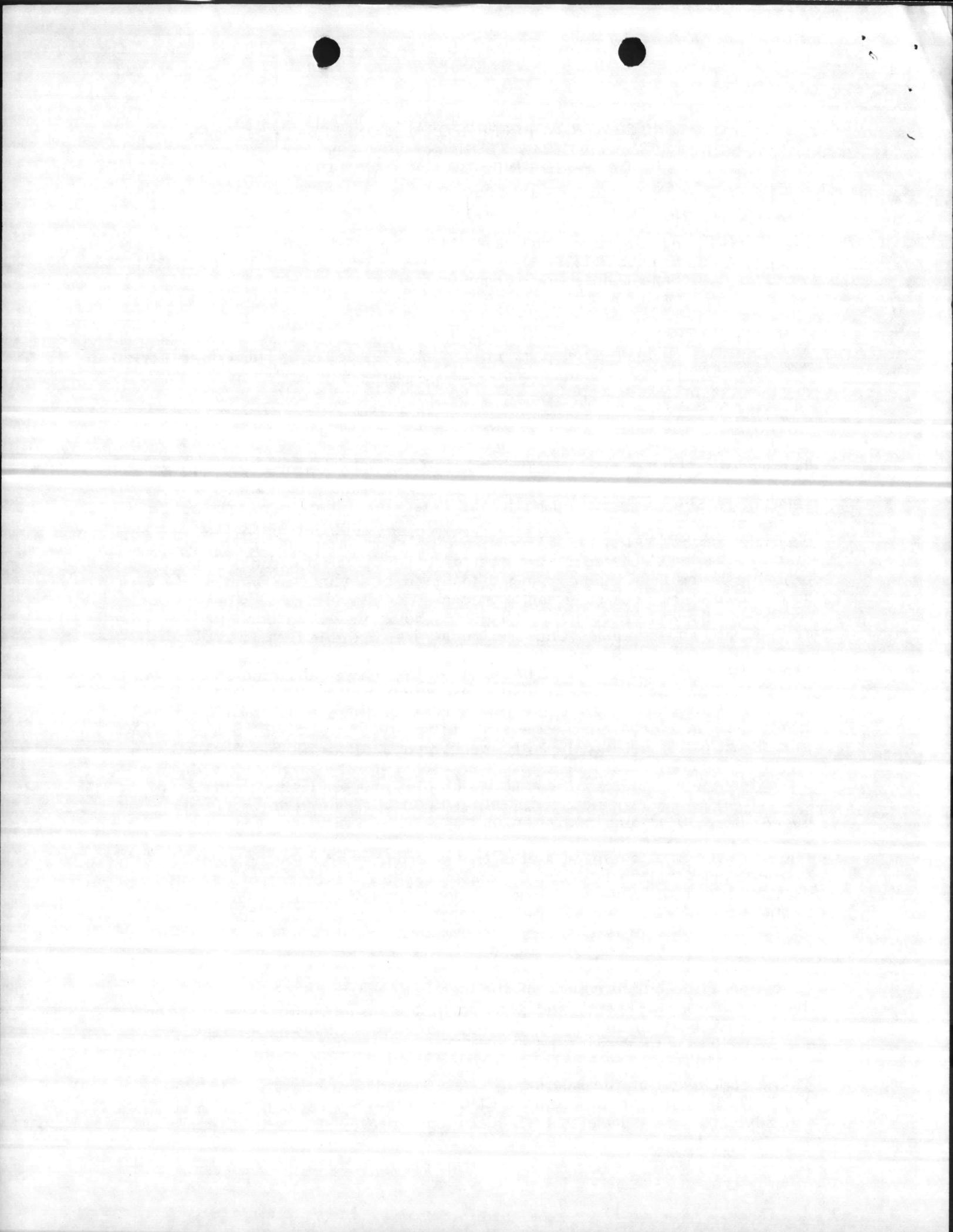
The meeting started with the discussion of the location of the proposed field maintenance complex building. After reviewing the planned site adjacent to Sneeds Ferry Road, it was determined that there was not sufficient space to properly account for the building and required perimeter space. Alternate sites were discussed, and the conclusion was that the property located to the west of the original site could most probably be made available, seemed to be adequate in size, and would meet other parameters necessary for a proper site. Several trial site arrangements were discussed. (Sketches have been developed to demonstrate site adequacy and are included as Exhibit B.)

After discussing the probable use of the site, it was the opinion of the group that we should make a visual inspection and evaluate such elements as the existing topography, the relationship of the site to the adjacent creek and wetlands, and the general suitability of the building location on this site. After visiting the site, we returned to the Public Works Office at which time Mr. Brant brought in an environmental engineer to discuss the extent of wetlands in the vicinity of this proposed site. Lieutenant Colonel Murphy also joined our meeting upon our return to the Public Works Office after our inspection of the proposed site.

The environmental engineer stated that a program was underway to evaluate the drainage situation in the creek and the extent of wetlands. He stated that this information would not be available until the later part of the week of February 4. We pointed out the urgency to have this information available to proceed with our proposal which is to be submitted to LANTDIV on February 12, 1985.

Throughout the entire course of the meeting, the building requirements, the building arrangement, and phasing of the project into four increments was discussed at some length. The salient points discussed are as outlined on Exhibit C attached.

At the conclusion of the meeting, it was agreed that the Camp Lejeune Public Works Office would contact CMC to obtain approval of the new site and advise Olsen Associates of CMC concurrence on January 30, 1985.

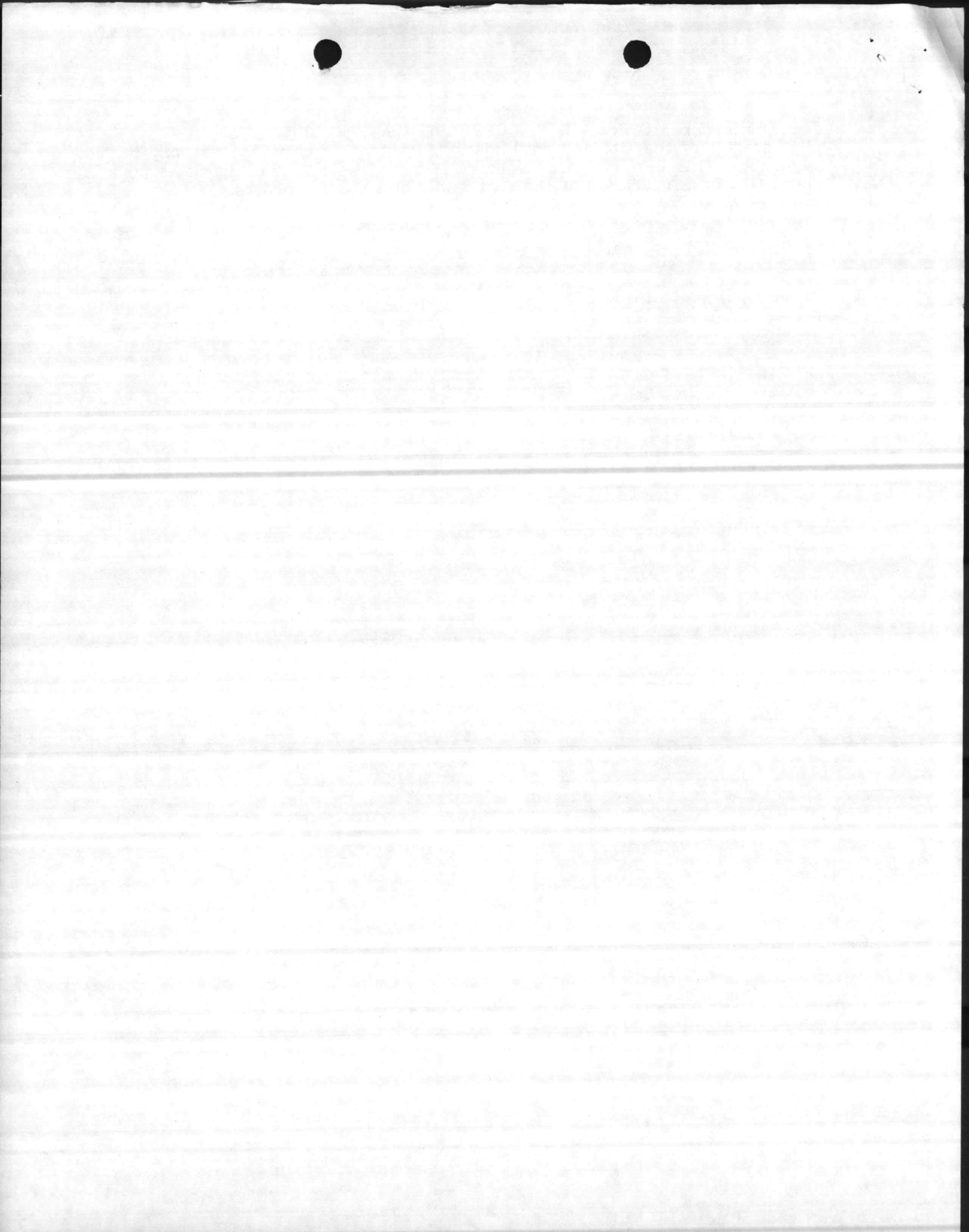


The Public Works Office will also determine the availability of aerial photography of the site and any existing topographic mapping that may be available. This information is to be made available to Olsen Associates as an aid in the preparation of the cost model and the fee proposal.

The meeting adjourned at approximately 6:00 p.m.

Olsen Associates, Inc.
WHS/ps
February 1, 1985

cc: Mr. W. M. Peery
Mr. Dale N. Lee
Mr. T. Barker Dameron
Mr. Larry Tice



REPORT OF CONFERENCE

DATE: 29 JAN 85

LOCATION: Bldg. 1005, Public Works, MCB, CLNC

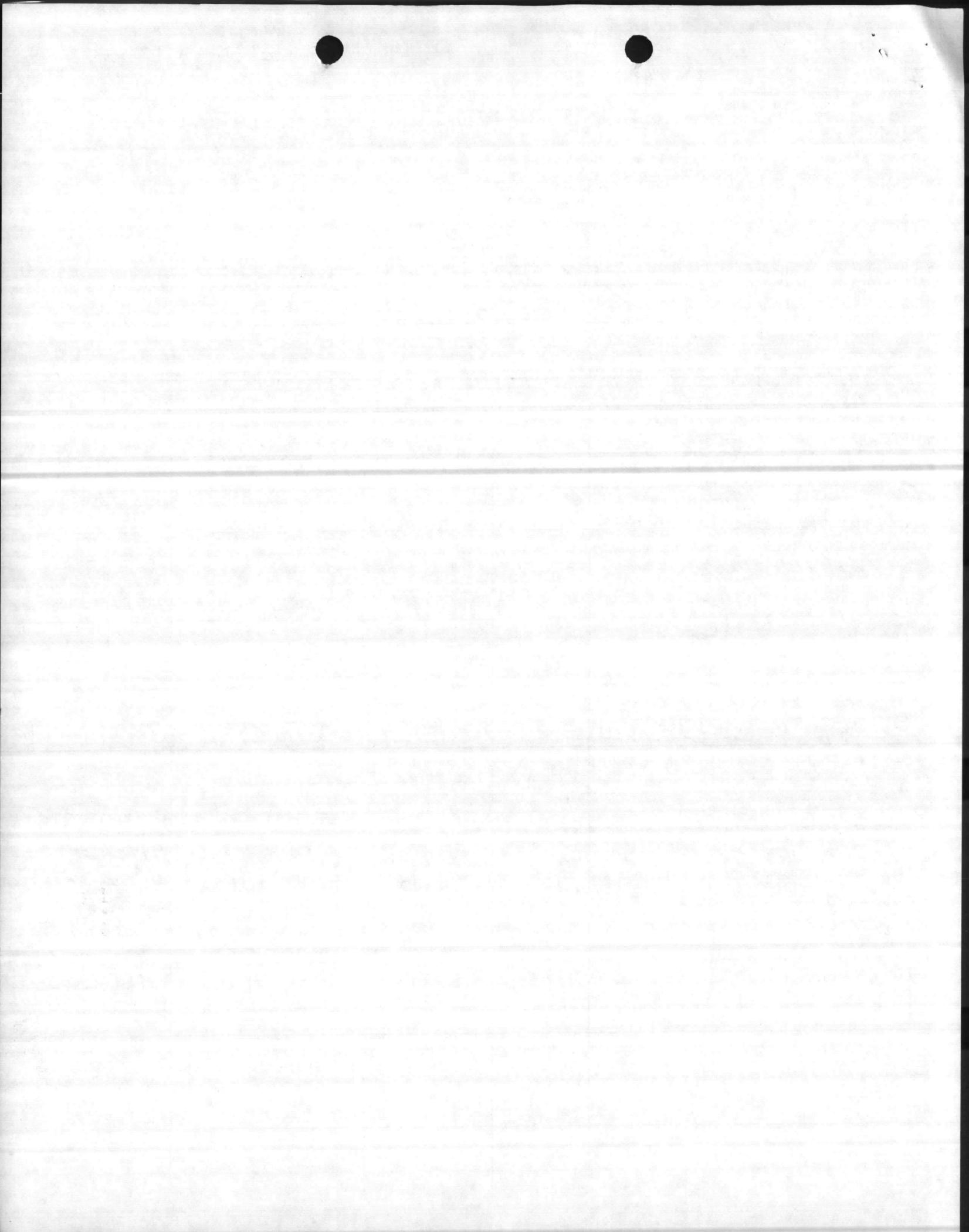
TIME & DATE: 1300 29 JAN 85

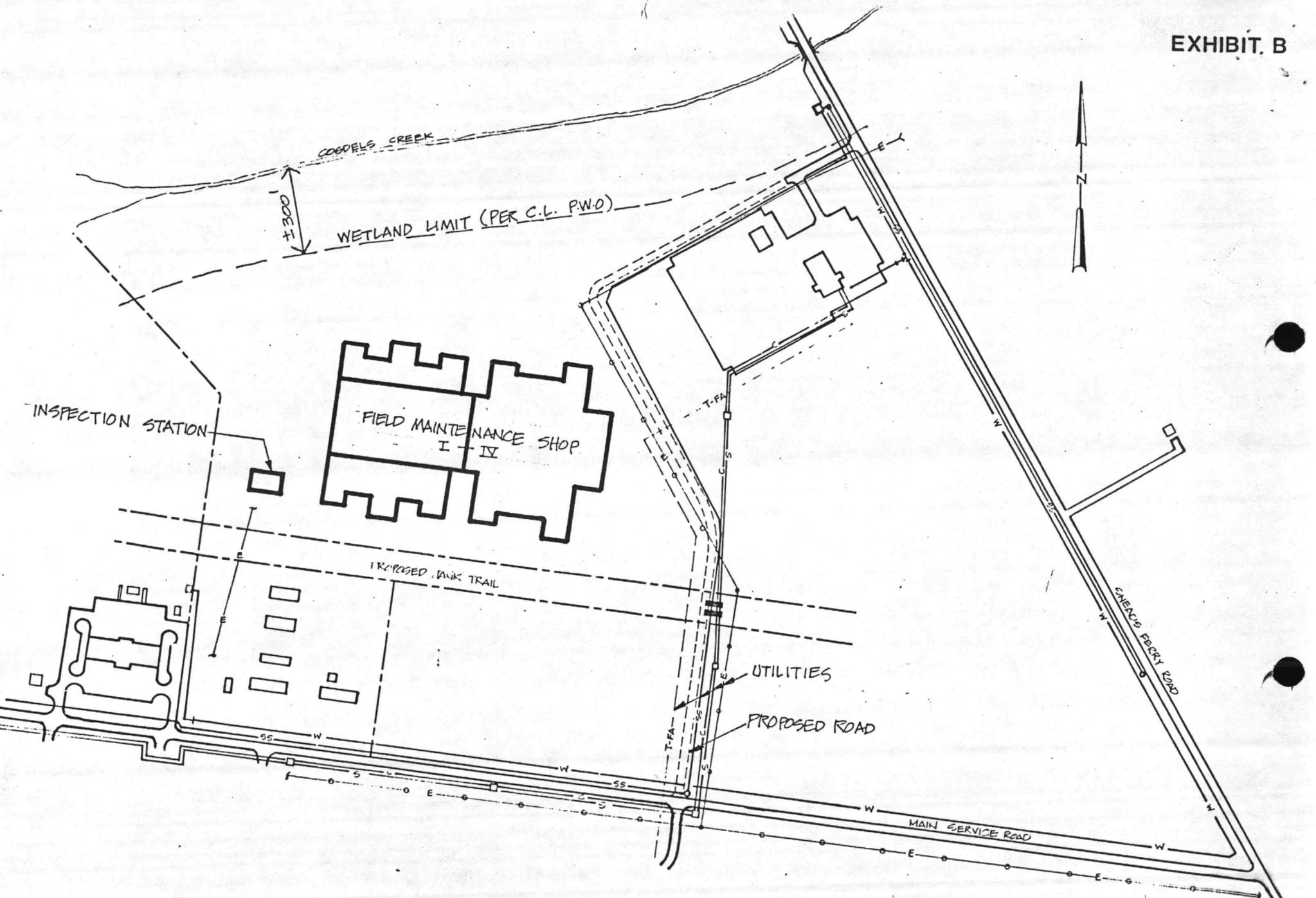
SUBJECT: P 257 FIELD MAINTENANCE SHOP

PURPOSE: PRE-NEGOTIATIONS

LIST OF ATTENDEES

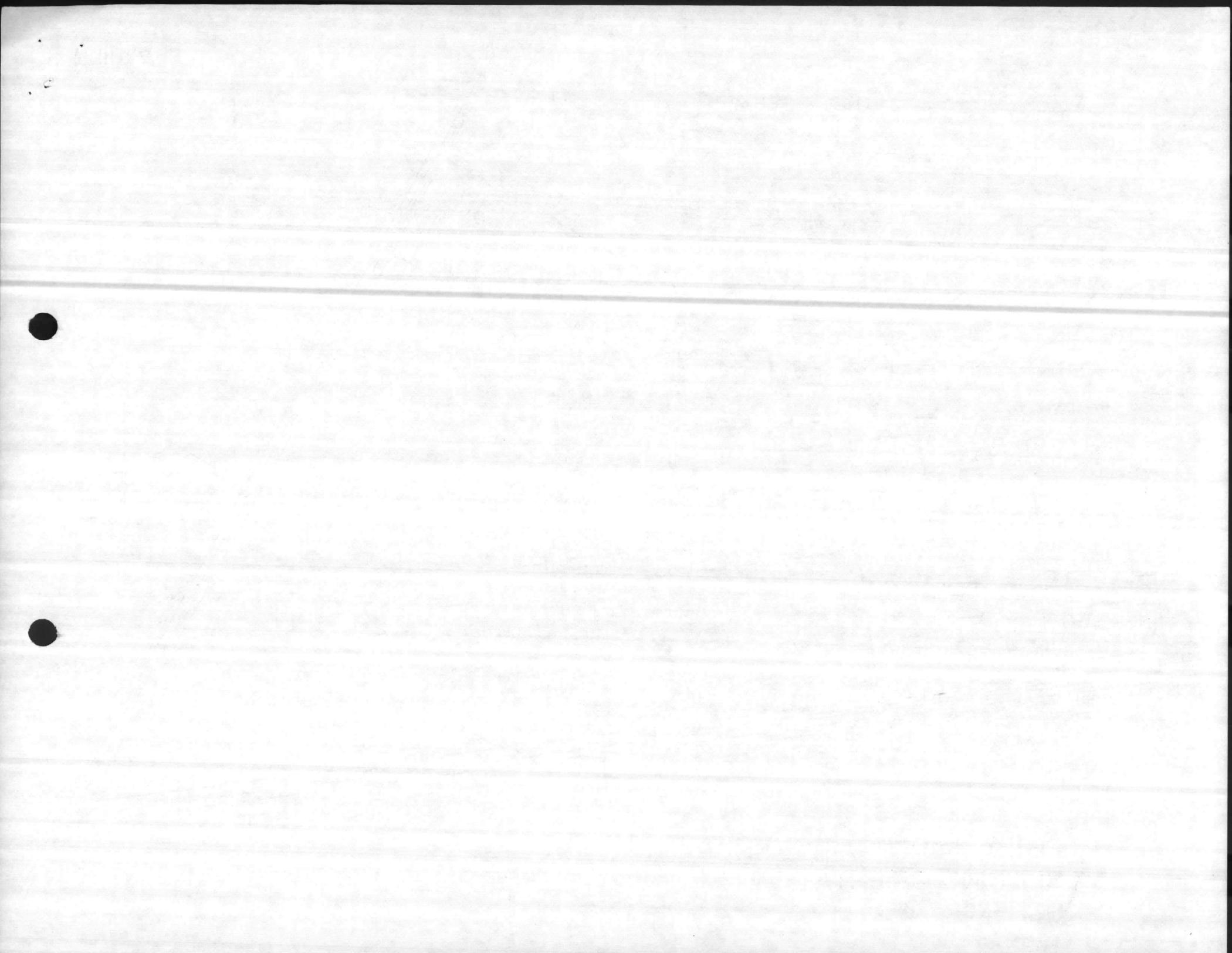
NAME	RANK	TITLE	ORGANIZATION	TELEPHONE NO.
T. BARKER DAMERON			OLSEN ASSOCIATES	919 834 078
LARRY A. TICE			OLSEN ASSOC.	(919) 834 0781
B. A. Noyanoff	1st Lt	Logistics officer	2d Navlt Bn	(919) 451-5222
DANNIS A. CERVENY	CAPT	2d FSSG FACG	2d FSSG HO'S	919 451-3454
MAXEY L. BRYANT	CIV	PROJ MGR	LANTNAVFAC	(804) 444 9671
GARY N. COLEHAMER	CIV	ARCHITECT	LANTNAVFAC	(804) 444 9916
Dale Lee	CIV	Proj Mgr.	Olsen Assoc.	919-834-078.
MICHAEL PEERY	CIV	ARCHITECT	OLSEN ASSOC	919-834-078
GENE JONES	CIV	P.L. Bldg MGR.	P.W.O. C.L.N.C	919-451-1833
LARRY BRAUN	CIV	PLANNER	P.W.O. C.L.N.C.	919-451-1833
F.W. ESTES, JR.	CIV	PLANNER	P.W.O. C.L.N.C.	919-451-1833
Lt Col Murphy	Lt Col	C.O.	2d Navlt Bn	451-5222

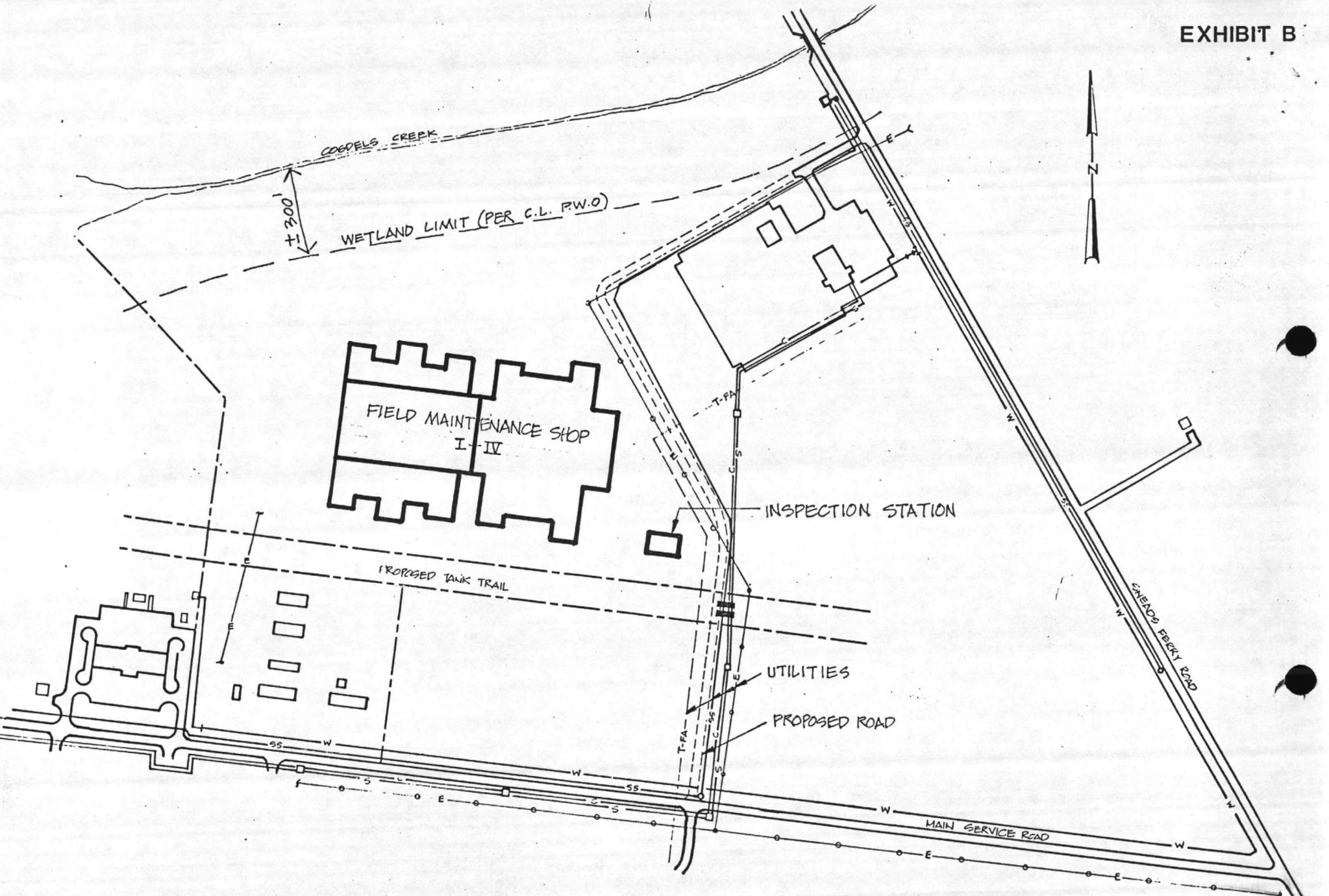




**FIELD MAINTENANCE SHOP
BUILDING ORIENTATION
SCHEME 1**

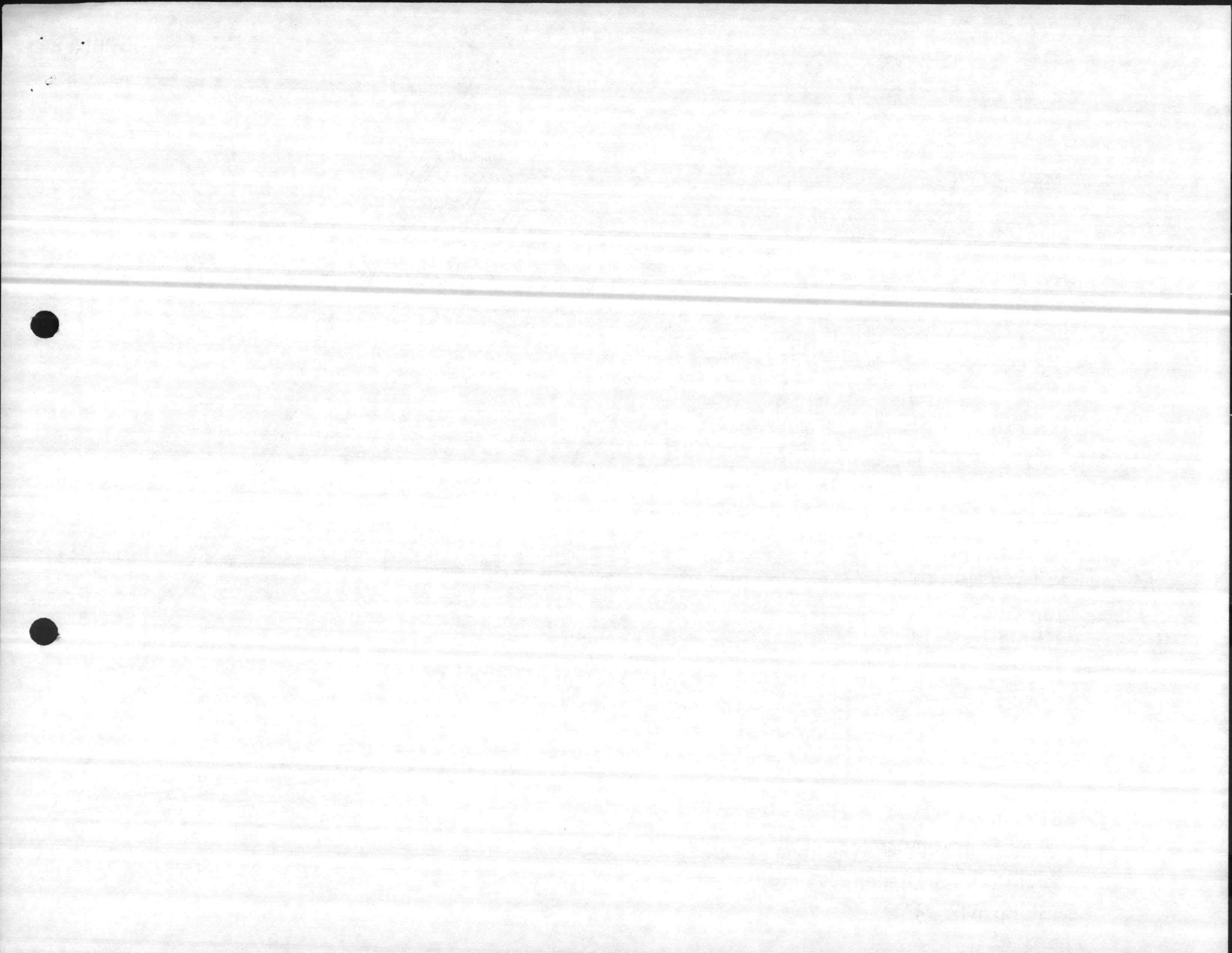
1" = 400'

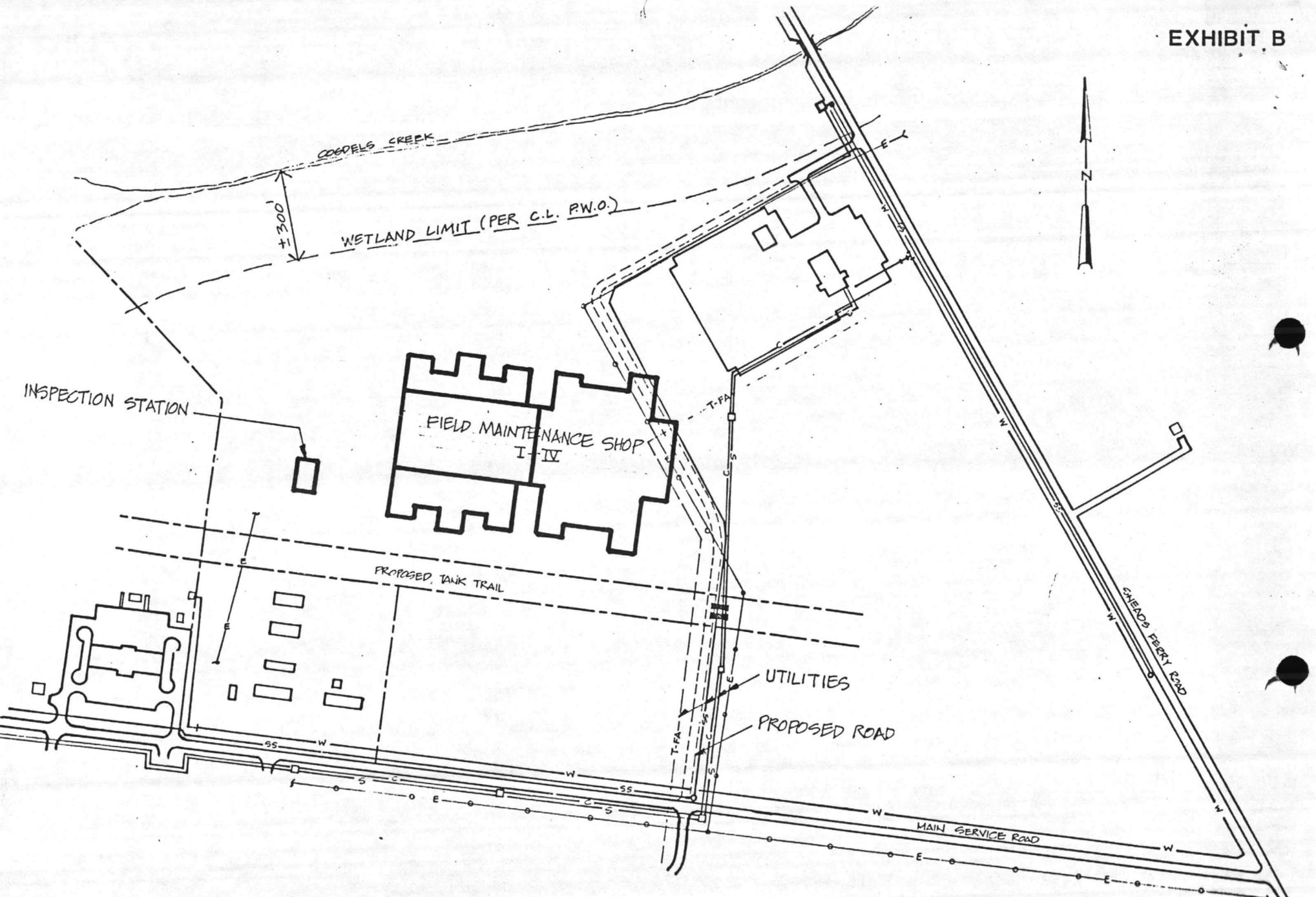




FIELD MAINTENANCE SHOP
BUILDING ORIENTATION
SCHEME 2

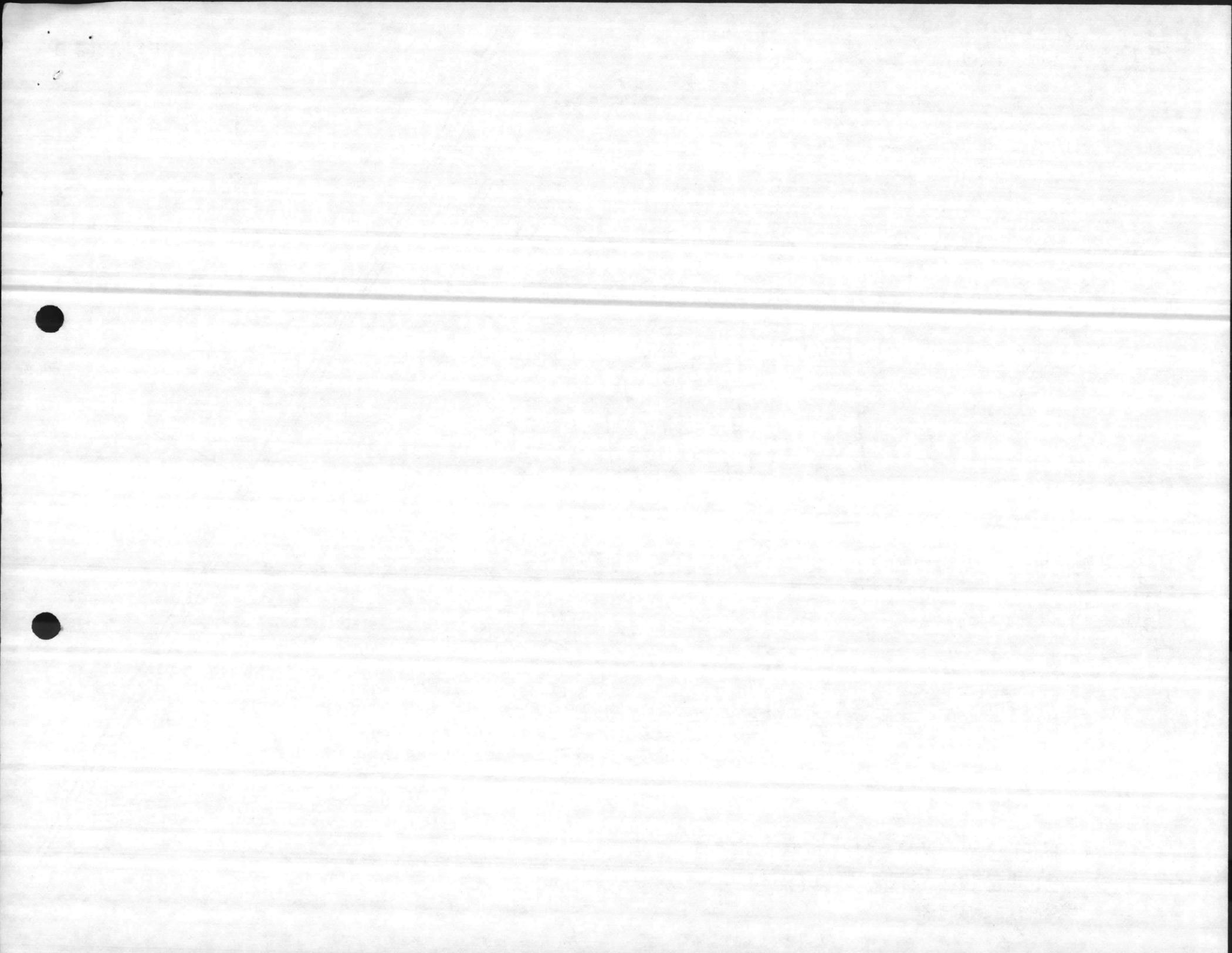
1" = 400'

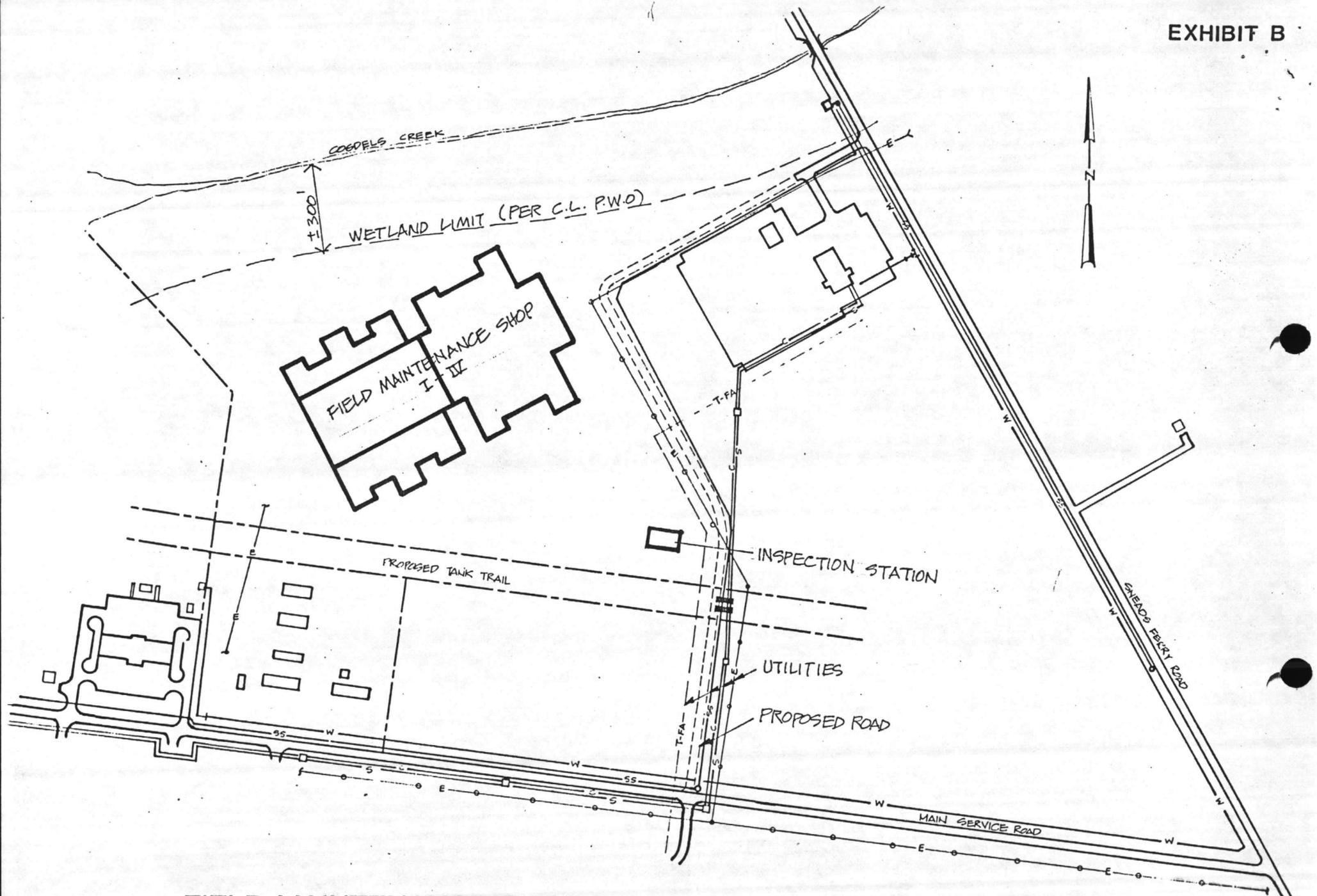




FIELD MAINTENANCE SHOP
BUILDING ORIENTATION
SCHEME 3

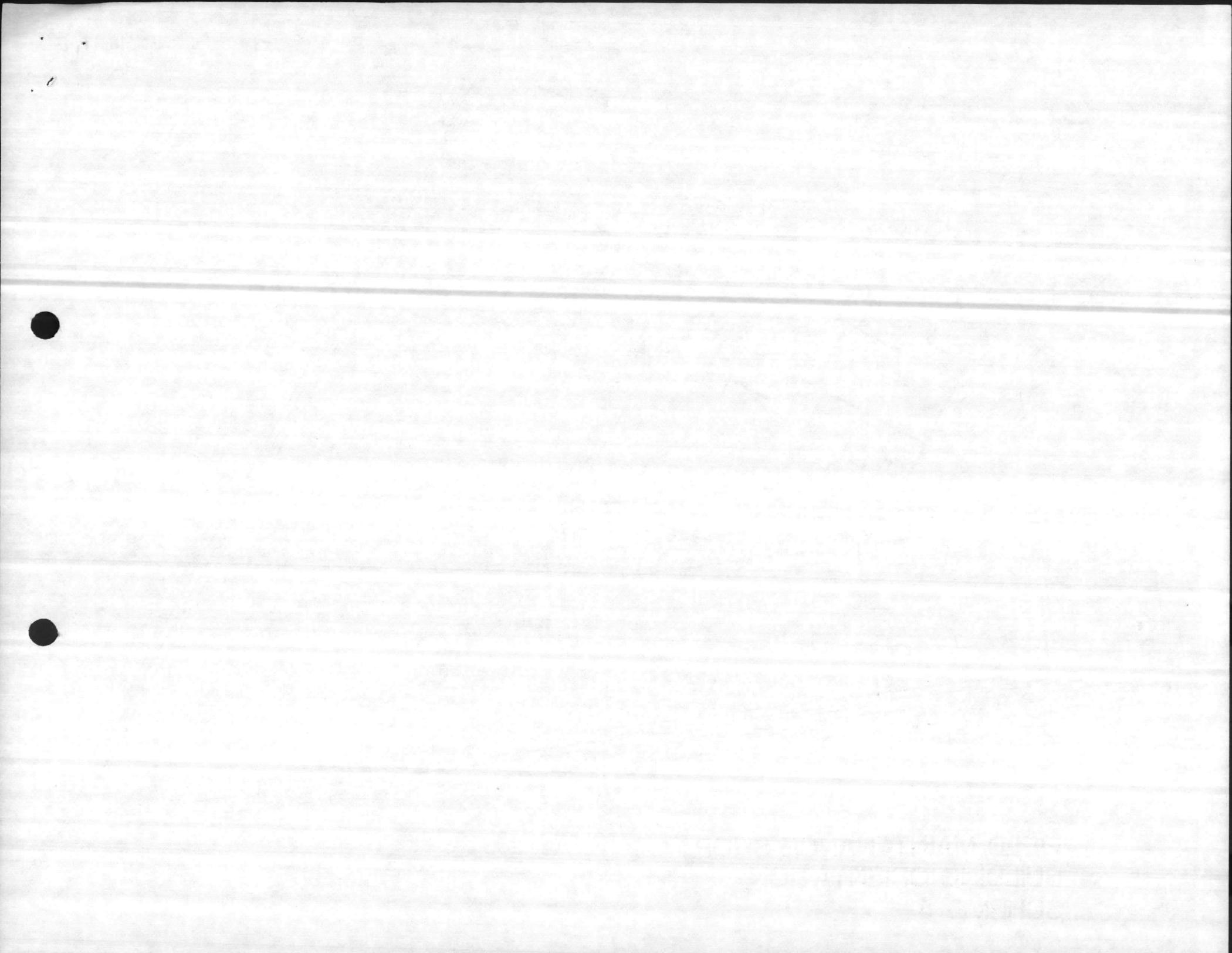
11. 100'

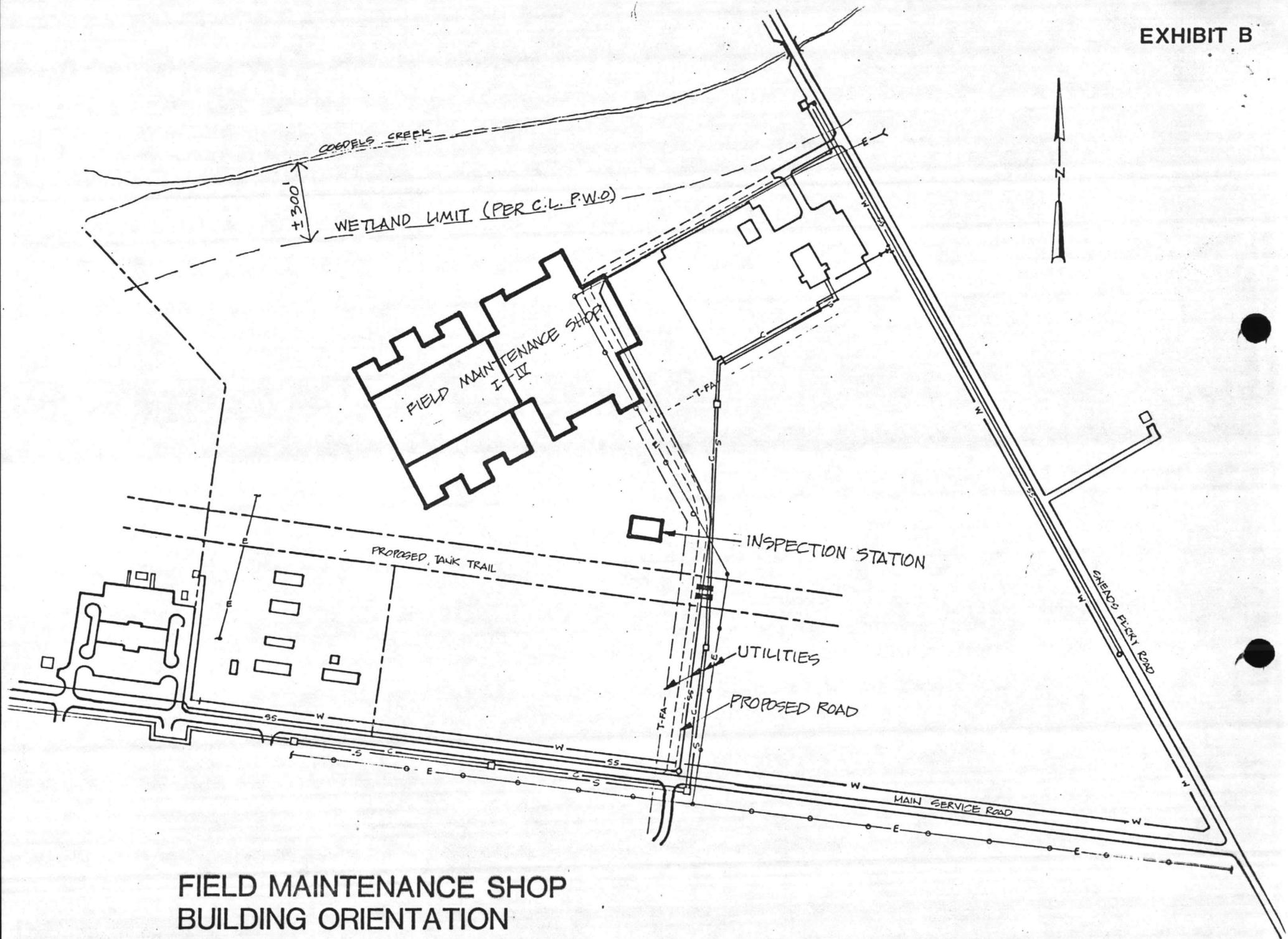




FIELD MAINTENANCE SHOP
BUILDING ORIENTATION
SCHEME 4

1" = 400'





FIELD MAINTENANCE SHOP
BUILDING ORIENTATION
SCHEME 5

1" = 400'

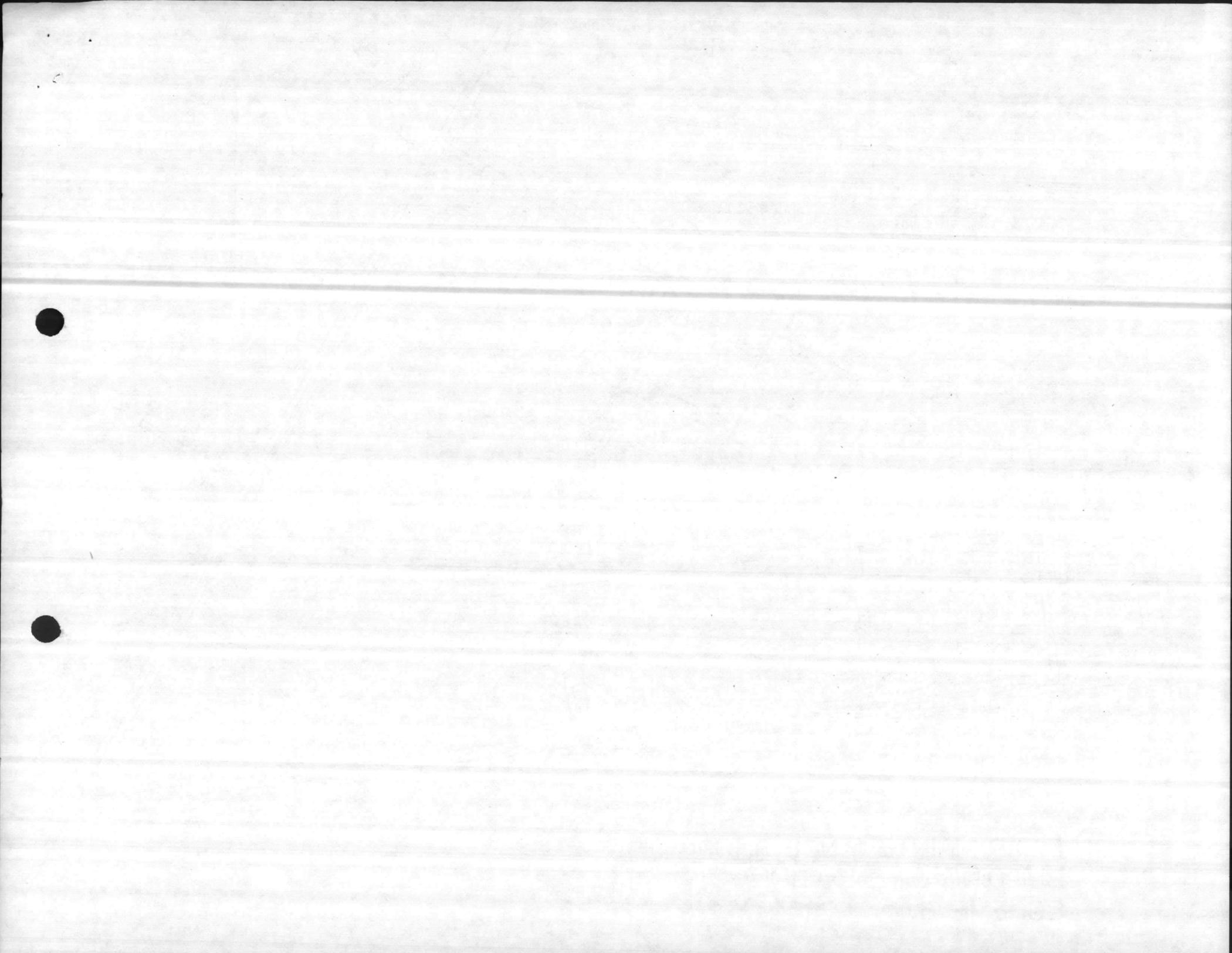
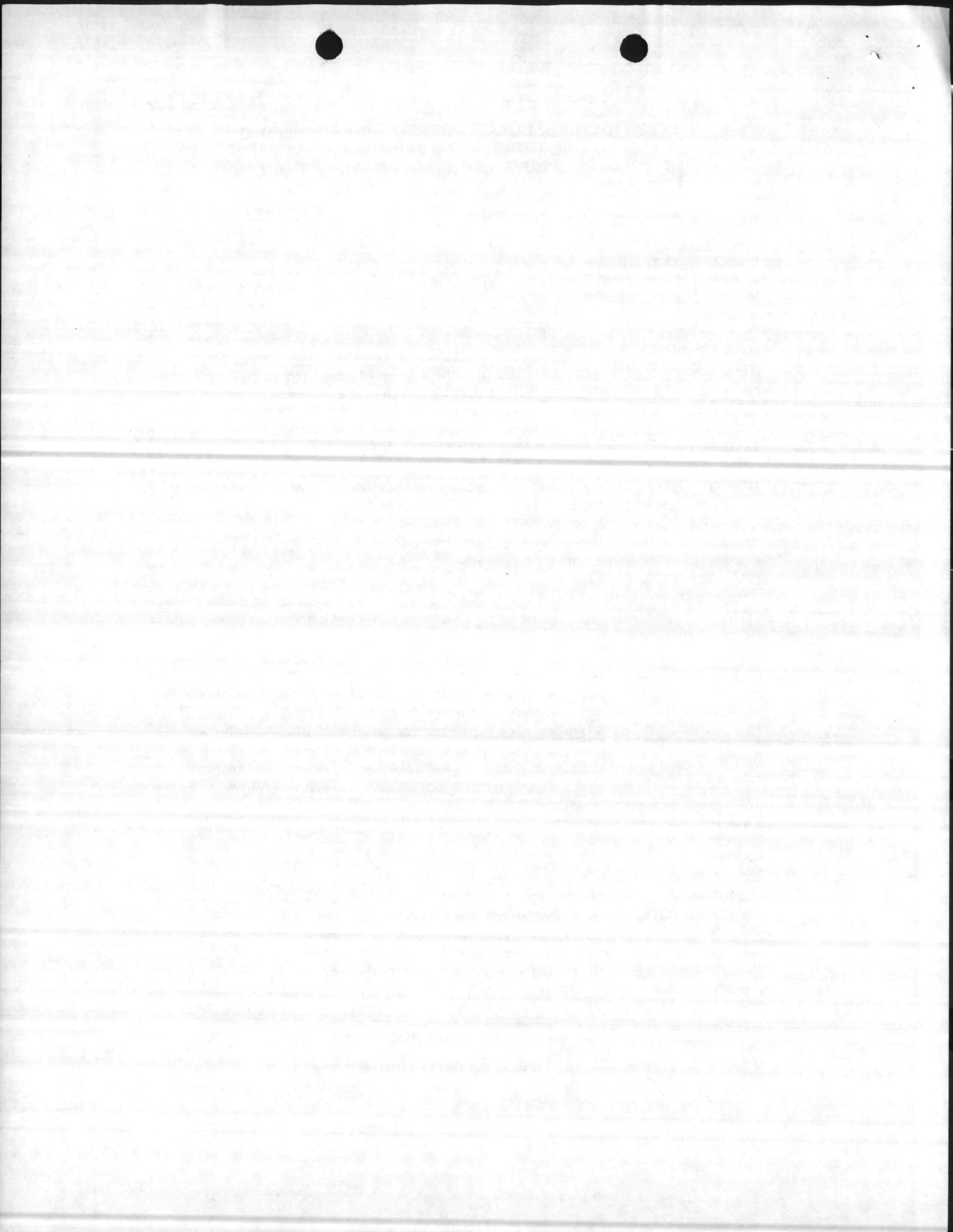


EXHIBIT C

ITEMS DISCUSSED AT PREPROPOSAL MEETING
HELD ON 29 JANUARY 1985
FOR PROJECT P257 FIELD MAINTENANCE COMPLEX
MARINE CORPS BASE, CAMP LEJEUNE

- Space layout shown in definitive design is to be changed to suit user needs. User has furnished sketches of these changes as well as a letter describing changes.
- Project P257 is the first increment of a four-increment project to be developed over four years. A significant work item will be development of a master siting analysis and plan to allow orderly development of the full four-increment project.
- As the first increment, Project P257 must be carefully designed to facilitate construction of the other contiguous increments.
- Heavy 75 ton crane loads in future increments may influence selection of foundation types for the first increment.
- Several overhead cranes are required in the first increment. User states that these crane requirements are indicated on his sketches. He states that, if no change is indicated on sketches, the crane requirements indicated on the definitive drawing are satisfactory. If changes are noted on user sketches, then they shall govern over definitive drawing.
- A contract now under construction will bring water service, sewer service, electric service, steam service, and telephone service to the area of this project. Camp Lejeune Planning Branch personnel stated that these utilities were adequate to serve the fully-developed four-increment facility. Sewer service will be provided by a force main serving an adjacent project. Wastewater pumping will be required since gravity flow into a force main is impossible.
- Facility must provide parking for user's organic vehicles, for vehicles awaiting repair, and for POV's.
- The site originally selected by the Planning Branch at Camp Lejeune is not large enough to accommodate the fully-developed facility and required parking. After some discussion, a new site was tentatively selected. This site lies to the west of the originally planned site. It was agreed that this site appears to be adequate and buildable for the fully-developed facility and for the required organic vehicle parking and repair vehicle storage parking. It was determined that the original planned site of the building could be used for POV parking or equipment hardstand, if required.
- Use of the new site will require rerouting some existing tank trails. Location of these rerouted tank trails will be considered as part of the siting analysis and master plan.



- User expressed a need for POV parking for 800 vehicles in the fully-developed facility based on 50 percent of user's full T.O. User was requested to furnish documentation of this POV parking requirement.
- User's preliminary estimate of organic and repair storage parking requirements is as follows:

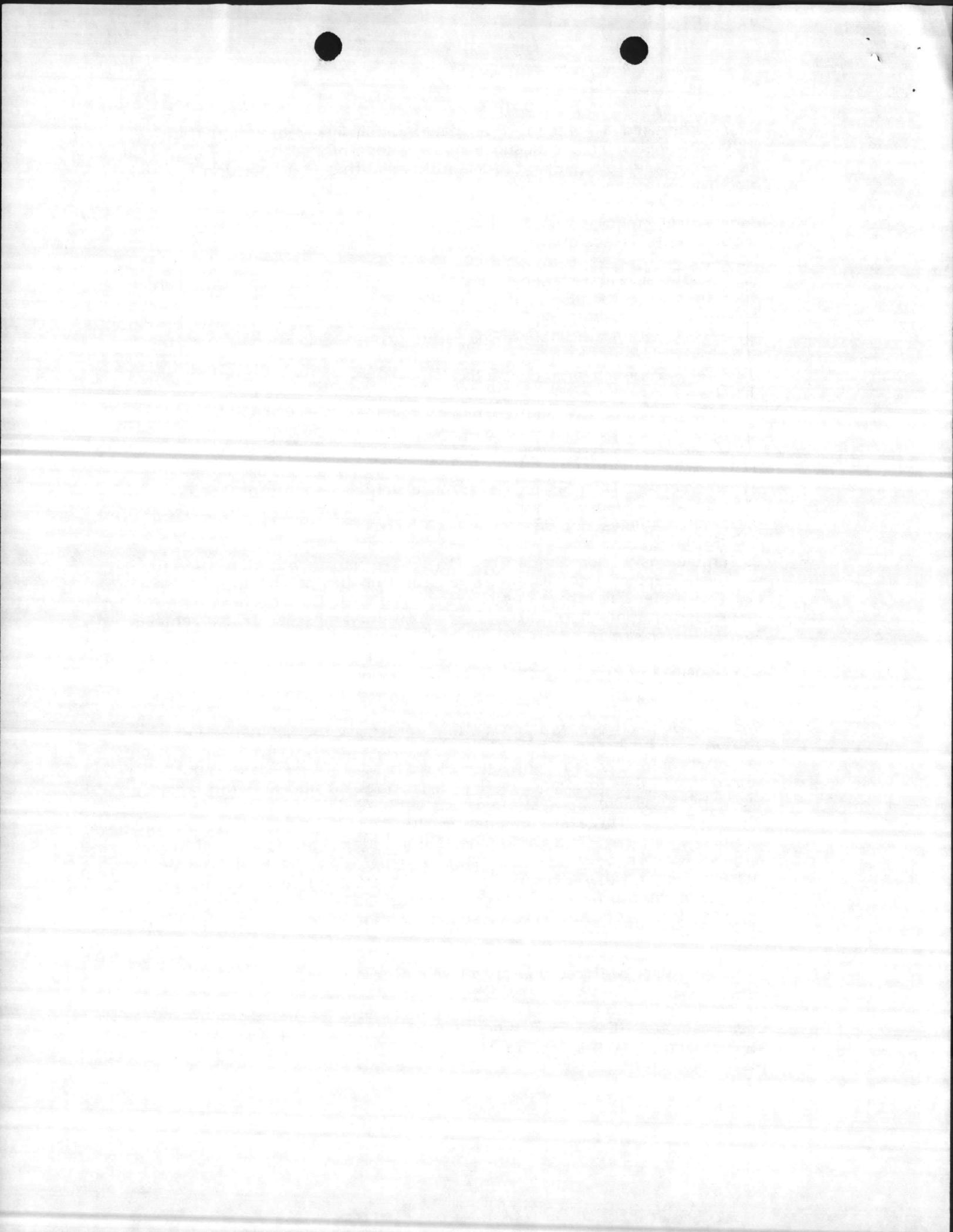
Engineer Maintenance Company: Approximately 60 large vehicles such as caterpillars, cranes, etc.

Ordinance Maintenance Company: Approximately 60 large pieces of equipment such as artillery pieces, tanks, Amtracs, self-propelled artillery, etc.

Motor Transport Maintenance Company: Approximately 60 large trucks about 40 feet long.

GSM Company (Increment 1): Approximately 30 large mixed vehicles. User stated that those vehicles awaiting repair could be stored close together (deadlined). User requested, however, that vehicles not be stored too deep.

- A Vehicle Inspection Station, which is a separate building structure, will be a part of the first increment of this project. This station receives potential repair customers to the facility. Access to the inspection station is required from the tank trails for track vehicles as well as from a paved road for rubber-tired vehicles.
- Development of the project will require relocation of existing tank trails and construction of at least one new tank crossing of a road.
- Wash apron facilities will be required adjacent to the inspection station. Vehicles are washed prior to inspection. One wash station for tanks and tracked vehicles is required. This wash station will require facilities for handling large amounts of mud and dirt removed from these vehicles. Washing these vehicles is by means of hand-held hose. Two or three stations for washing rubber-tired vehicles will be required. The wash area will need hot water and steam washing apparatus. An apparatus for mixing steam with water for washing these vehicles will be required similar to existing facilities located elsewhere on the base. The Camp Lejeune Planning Branch will furnish details of the existing equipment for guidance in development of this project.
- The wash area will require an oil-water separator.
- A fuel-dispensing area consisting of one gasoline dispensing pump and one diesel fuel dispensing pump will be required together with fuel storage tanks. This fueling station should be located close to the inspection station.

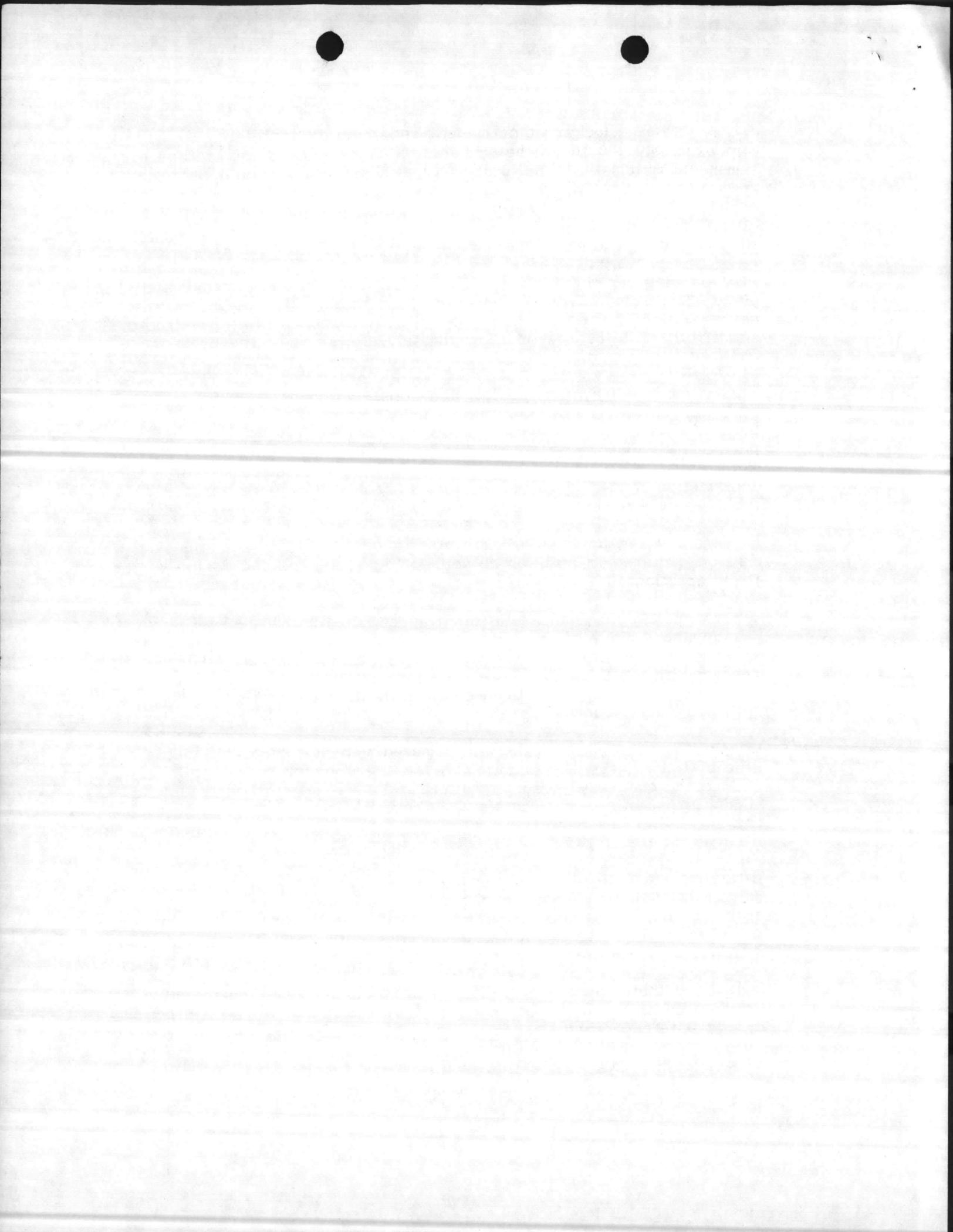


- A small storage locker of permanent construction containing approximately 100 to 200 square feet will be required for storage of flammable materials. The location of this structure should be remote from the other buildings to reduce fire hazard but should be accessible to the inspection station.
- No covered POL dump area is required.
- POV parking for the first increment of this facility is approximately 80 to 120 POV's. This requirement is an initial estimate based on a complement of 250 people using the first increment. Two hundred and fifty people represent approximately one-sixth of the present T.O. of this organization.
- This project will require design and construction of a paved access road approximately one-half mile in length to provide access from Main Service Road.
- Total estimated pavement requirement for the first increment of construction was said to be approximately 12,000 square yards. This includes POV parking, access road, and hard stand. *(Actual req't will be more - ±22,000 SF to include access road)*
- Exploratory soil borings to guarantee developability of the full site may be required in addition to soil borings required for design of the first increment.
- The Camp Lejeune Planning Branch agreed to furnish aerial photography and topo mapping of the proposed project location if this material is available. These materials will be used as an aid in the general siting study. If these materials are not adequate for the siting study, then it will be necessary to survey an area of approximately 30 acres.

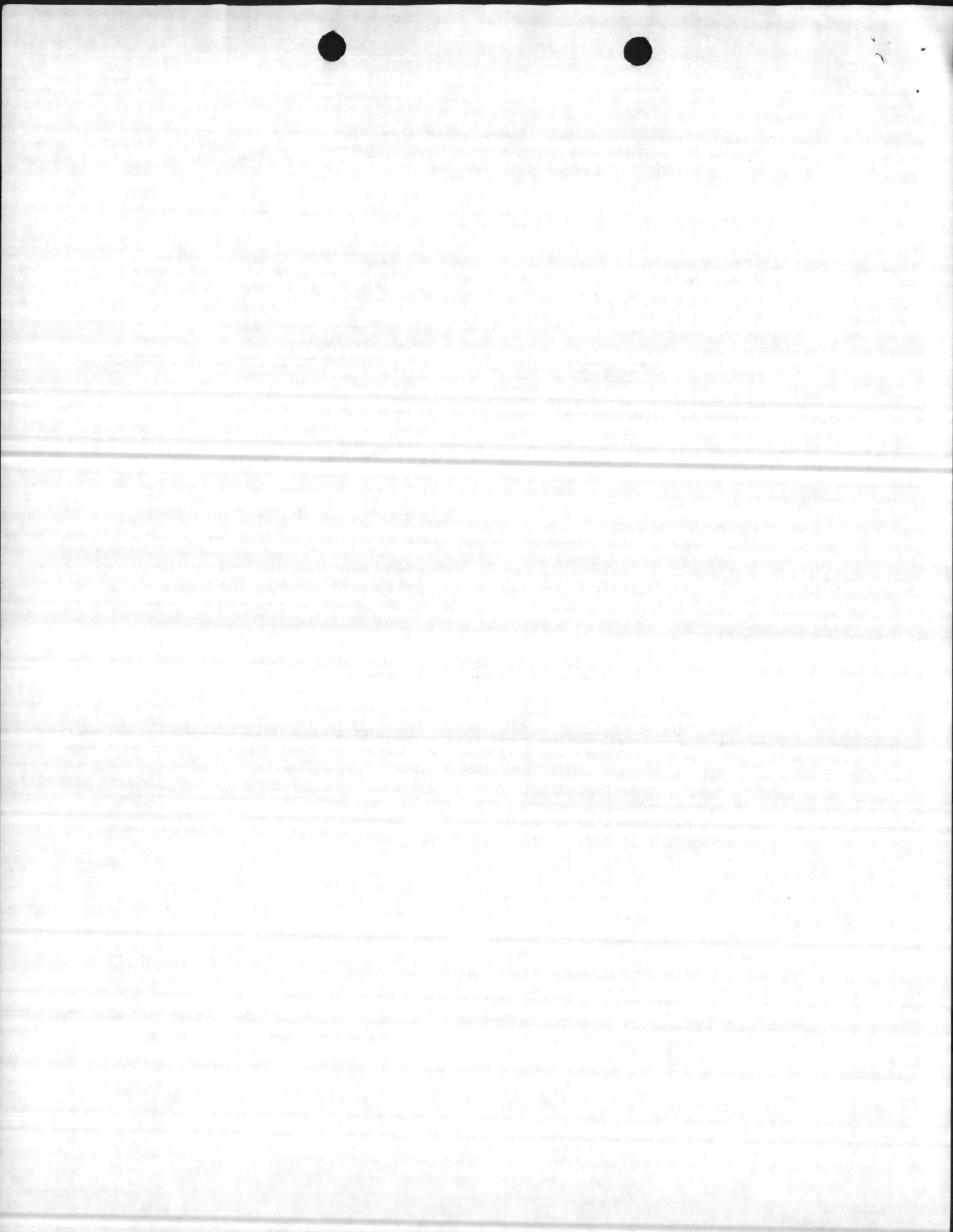
Follow up

Continued use of tank trails and armored vehicle exercising in the area of the project may change the topography of the area and thus reduce the accuracy of survey information. It may be necessary to eliminate use of the project site by these vehicles after such time as the surveying has been done. Existing topography is irregular because of use of the area for these purposes.

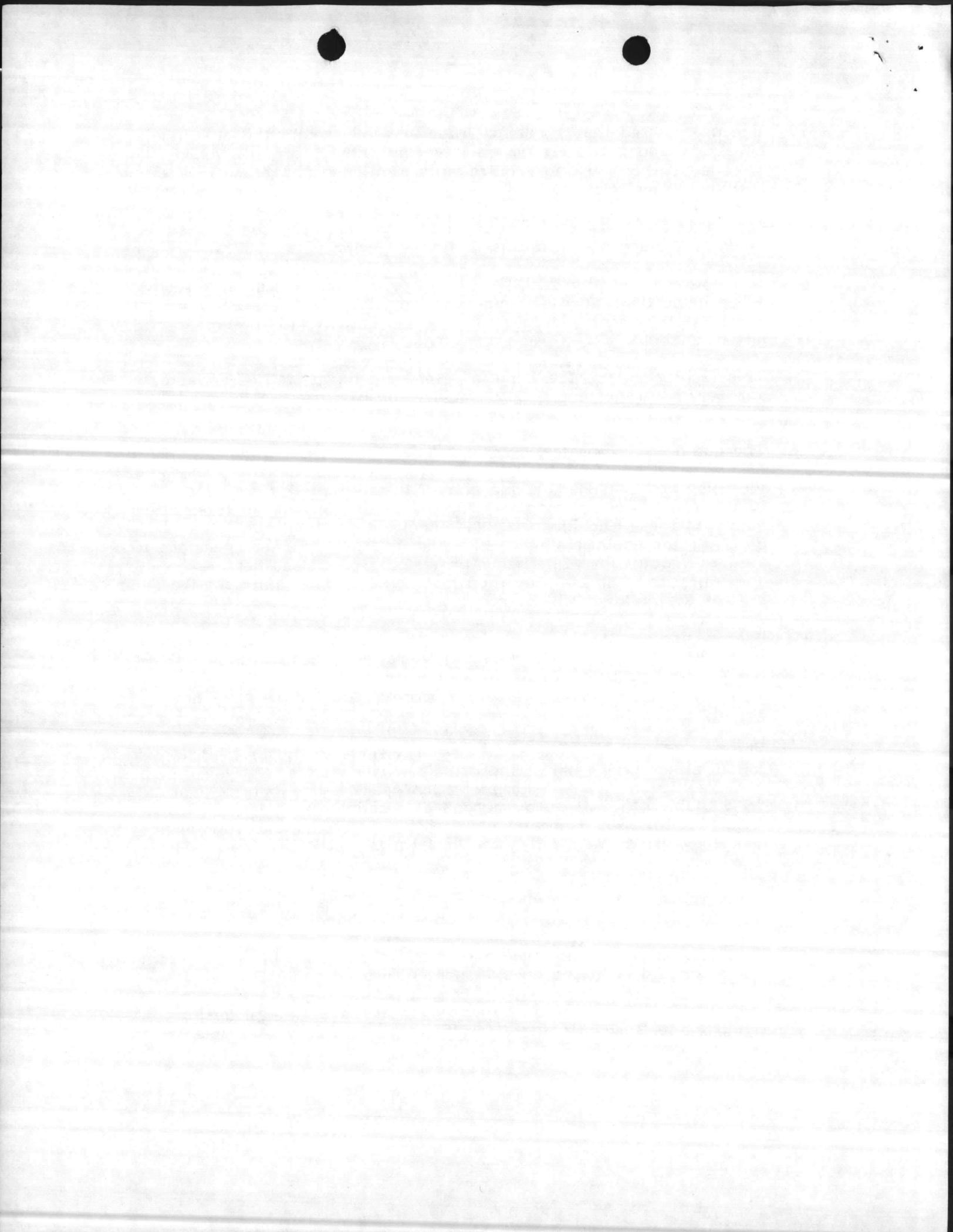
- In addition to site planning for the fully-developed facility, a significant amount of work and planning with regard to the architectural and structural features of the first increment will be required in order to facilitate attachment of the proposed future contiguous increments.
- Telephone trunk lines to the project area which are being installed under a contract now under construction along with other utilities are of adequate capacity to serve the fully-developed facility.
- The fire alarm system for this facility will be radio-transmitted.



- An environmental study of the water shed in which this project is located is being done during this fiscal year. This study will evaluate existing flooding problems as well as the impact of proposed developments on Cogdells Creek. The Soil Conservation Service team which will conduct this study will need the building foot print for this project for use in their study.
- The proposed project site is bounded on one side by Cogdells Creek. The extent of wetlands along this creek will be determined by the Camp Lejeune Environmental Officer. The Corps of Engineers Wilmington Office will be immediately requested to make a determination of these wetland boundaries for use in confirming the adequacy of this site. This information can be made available within two weeks. *(300' to 400' from creek per L. Brant phone call)*
- The minimum width ditch-to-ditch of a tank trail is 100 feet.
- This facility needs access to tank trails for testing vehicles after repair.
- Location of POV parking in an area separated from the main facility will promote security.
- It may be necessary to relocate the utility corridor being built under a current construction contract if necessary to enlarge the space available for this facility.
- Phasing of the construction increments of this facility will require heavy coordination with the user in order to insure that the four different increments are constructed in locations to best suit user needs.
- It would be acceptable from the user's standpoint for underground and overhead utilities to traverse his parking areas if the project is laid out so that obstructions do not seriously impair his operations.
- The site tentatively selected for the project appears to be large enough to accommodate the facility without infringing on wetlands. No mitigation of wetland impacts is anticipated.
- It was firmly stated by Planning Branch personnel that all utility service to the project area is adequate for this facility.
- Both the Planning Branch and the user agreed that the site tentatively selected was acceptable to them subject to verification that wetlands do not reduce the available area below minimum requirements and subject to approval by CMC.
- The user stated that fencing is not needed except for areas where vehicles awaiting repair will be stored.
- The user stated that good lighting of the project site is necessary for security purposes.



- The user stated that a 100 foot wide area all around the building is necessary and sufficient for maneuvering and for organic vehicle storage. Other parking requirements mentioned above are in addition to this 100 foot maneuvering area.
- Separate storage areas for rubber-tired vehicles and for tracked vehicles are acceptable if this is advantageous.
- All customers for this facility enter through the inspection station. After inspection and wash, customer vehicles may go directly to repair or to vehicle storage. The repair station will require an oil-water separator.
- This facility will need a waste oil storage tank as well as a waste antifreeze storage tank. Some facility for handling waste acid will also be required.
- The engine dynamometer room in the first increment will have special design requirements. High levels of noise, heat, exhaust, and vibration are produced during engine tests on the dynamometer. Motors up to 1,800 horsepower are tested for periods up to eight hours on these machines. A glass enclosure around the actual dynamometer equipment was requested in order to allow operators to view the equipment while being protected from noise, heat, exhaust, and vibration. Special vibration isolation for this equipment from the rest of the building will be required.
- User desires heavy input into design of this facility. They suggest tours by A/E personnel of existing operations. They suggest that the A/E will be able to help them further improve the functional layout of the facility beyond those improvements which they have already suggested.
- The user desires to make significant revisions to the preliminary collateral equipment list. One principal user desire is to eliminate permanently-constructed administration space and obtain modular demountable office areas by purchase as collateral equipment. User feels that this would greatly increase his flexibility and functional efficiency. A/E will need guidance from LANTDIV as to whether this is allowable.
- Some civilian employees will work in this facility. Therefore, this facility must be accessible to the physically handicapped.
- Toilet facilities for both male and female personnel will be required. Design should be based on a 10 percent female population.
- The automatic transmission dynamometer area has special design requirements similar to those for the engine dynamometer area.



- The dynamometer equipment will be furnished as built-in equipment under this contract. A significant effort will be required to specify the dynamometer equipment to satisfy user needs. Proprietary specifications will not be allowed. It may be necessary to relocate some dynamometer equipment from user's existing facility.
- A brake shoe repair area will require asbestos dust capture and containment. This area will also require a separate personnel dressing area with asbestos dust capture and containment ventilation systems. This area is not included in Increment 1.
- Heated solvent dip tanks located in the shop areas will need special fume exhaust systems and emergency shower and eye wash areas. These dip tanks are located in the engine rebuild shop, the power train rebuild shop, and the small engine rebuild areas. Items to be dipped in these tanks need access from cranes. User says a separate hoist dedicated to use for each tank may be required.
- Fire bottle recharge areas will need special safety hazard consideration. This area is not included in Increment 1.
- User desires to locate his unit headquarters in this facility rather than in another project which will be built remotely from this facility. This action would involve decisions by the Activity Command. Since the unit headquarters are not presently planned to be located in this facility, revision of the plan to include them after design has started would represent a change in scope of the project.

Olsen Associates, Inc.
DNL/ps
February 1, 1985

